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INFORMATION REPORT

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Development and Research

1. In May 1953, a conference was held at the National Planning Office at which were present representatives of the following departments:
 - a. Ministry for Metallurgy and Machine Industries:
 - (1) Technical Division
 - (2) Automobile Industry Trust
 - (3) Csepel Automobile Works
 - (4) Vehicle Research Institute for Automobiles
 - b. Ministry for Defense
 - c. Ministry of Transport
 - d. National Experimental Station for Automobiles
 - e. Ministry for Foreign Trade
 - f. MOGURT (Hungarian National Motor Vehicle Trading Enterprise)
 - g. National Planning Office (who arranged the meeting).

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2. The conference decided to instruct the Jármű Fejlesztési Intézet (Vehicle Research Institute) to develop:
 - a. A light 4-cylinder gasoline engine for 1 1/2-ton trucks and other light vehicles,
 - b. A 6-cylinder Diesel engine for long-distance coaches
 - c. A method of modifying the 4-cylinder Diesel engines already in use or to be produced in the future, so that they could be converted to operate with gasoline. (This instruction was tentative in that it was not known whether such an idea was practicable).
3. Para. 2. a. and c. were specifically military requirements; b. was for motor coaches for export, in particular China, and internal civilian use.
4. By September 1953, the 4-cylinder gasoline and the 6-cylinder Diesel engines were already being produced for experimental purposes; the coach with the diesel engine was undergoing tests; the conversion scheme had not reached the prototype stage; the drawing of designs was still in progress.
5. Apart from para. 2. a. and c., the Hungarian Army has no requirements for new vehicles or new engine research, nor for modifications of the motorized transport equipment currently in use.
6. All research work is carried out by the Research Institute for Automobiles under the supervision of the Automobile Industry Trust, and, in the case of military requirements, under the supervision and control of the Motor Transport Division of the Ministry for War.

Method of Purchasing Vehicles by Individual Concerns:

7. A concern wanting to purchase a motor vehicle has to include this in its proposed plan for the following "Plan Year". It may suggest which type it wants.
8. This provisional plan is studied by the parent Ministry, and if approved, goes forward to the Planning Office, which decides whether or not the vehicle should be allocated and what type it should be. The Planning Office, if authorizing the purchase, then includes this allocation in the plan of the Motor Trading Enterprise concerned for the following year.
9. There are four Motor Trading Enterprises:
 - a. For distributing domestically produced vehicles
 - b. For distributing used vehicles
 - c. For distributing spare parts
 - d. For the export trade (MOGURT).

Heavy Trucks

10. The following heavy trucks are in use in Hungary:
 - a. ZIS 5-ton (6 wheels, 3-axle drive)
 - b. ZIS 3 1/2-ton (6 wheels, 3-axle drive)
 - c. American 10-ton, popularly known as "Bulldog" (these trucks were acquired immediately after the end of the World War II).

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11. The reason why no heavy trucks are manufactured in Hungary is that there is no need for them in any quantity, because haulage distances are not long, and railway transport is available practically everywhere.

Rába Trucks

12. Rába vehicles used to be produced by the Győr Wagon Works, in the following types:
- a. A 3-ton truck
 - b. An unarmored cross-country military vehicle with 6 wheels.
13. Since 1945, the production of Rába vehicles at the Győr Wagon Works has not been resumed.

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